GRUMMAN plane news

Vol. 33, No. 13, Bethpage, N. Y., July 15, 1974

Many specialists add talents to production of Hawkeye

Grumman has pioneered airborne early warning since the mid-1940's and has been producing AEW aircraft for the U.S. Navy ever since. Grumman's E-1B "Willy Fudd" made a name for itself even before avionics went tubeless (solid state).

This bank of experience, coupled with the latest technology has resulted in the E-2C Hawkeye that is "quantum leaps ahead of the Fudd and all preceding E-2's," states Tom Guarino E-2/C-2 Program Director. "It is the most advanced airborne early warning command and control system flying operationally today."

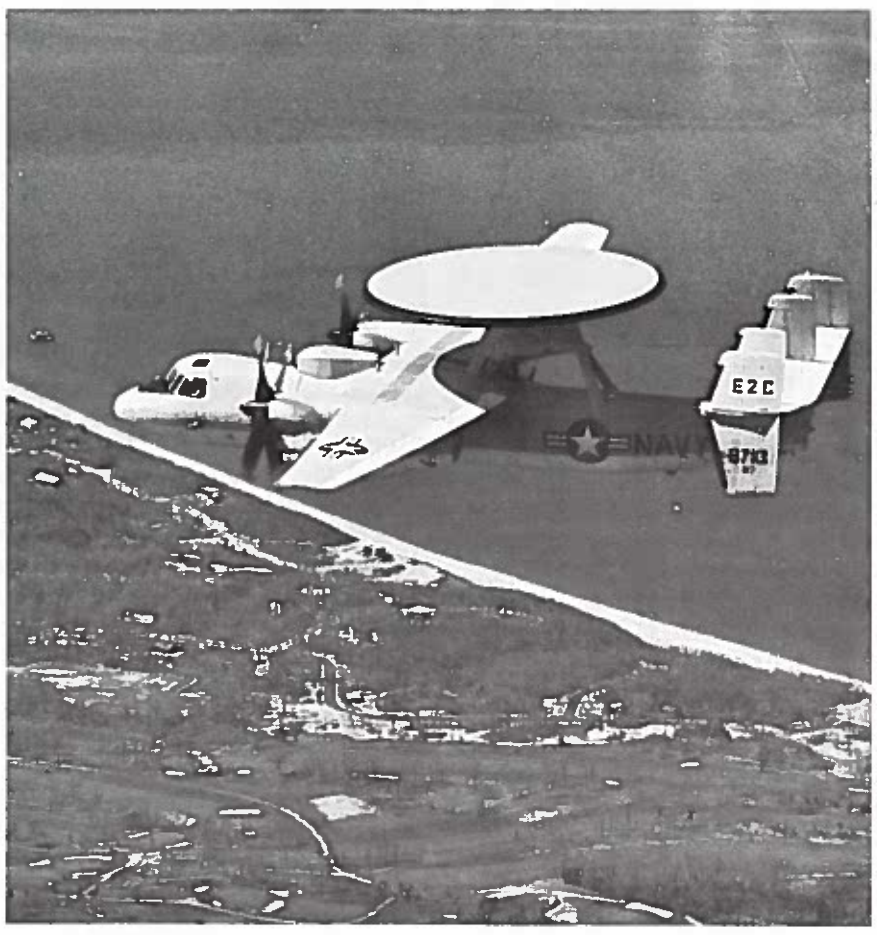
Equipped with the latest generation solid-state avionics, the E-2C is a complete all-weather, carrier- or land-based, air defense system. It is the only operational U.S. aircraft designed expressly for this purpose.

This latest Hawkeye entered Navy service last year, ahead of schedule and earning more acclaim with every major test and operational milestone attained.

In an upcoming issue, Plane News will take its readers on a tour of VAW-123 and the USS Saratoga for an updated look at the E-2C Hawkeye's first deployment preparations.

With the new E-2C being deployed aboard the Saratoga, the Hawkeye will be able to "see" farther and better than ever before, over land as well as over water. Like its worthy predecessors, the E-2A and the E-2B, the E-2C will be able to cruise for up to five hours, at altitudes of

(Continued on page 4)



Get ready for really big day; family picnic set for July 20

The day that holds something for everyone is coming this Saturday, July 20. The annual Grumman family picnic at the spacious Calverton grounds is once again shaping up to be the "get together" of the year with plenty of fun, food, and entertainment in store for all.

If you haven't picked up your tickets yet, time is running short—only four more days. Tickets are $3 a person and there is no charge for family members under the age of 12. No tickets will be sold at the gate. All Grumman employees and family members who live under the same roof are eligible, including single employees and their dates, says Gus D'Errico, who heads ESO. Better hurry on down to your nearest ESO office for a bargain you and your family won't want to miss!

The spacious picnic grounds will open at 8 a.m.

What would a picnic be without food? Although the admission price includes all the hot dogs, beer, milk, soda, and ice cream you can manage gracefully, many people each year find the annual Grumman picnic a great place to show off their barbecue skills.

The picnic tables at Calverton are a little weathered so a plastic tablecloth might come in handy. And if you wish, bring a folding table, some lounge chairs, and an ice cooler.

And, if you won't plan on taking many trips to the beer and soda stands to "fill 'er up", it would be a good idea to bring your own pitcher. Another helpful commodity would be napkins and paper cups.

There are plenty of activities planned. Starting immediately after the official opening—the 10 o'clock flag-raising—will be the races, such as

(Continued on page 6)

Capt. Richard Wilson heads Navy Office at Bethpage

When Captain Richard Wilson, USN took over from Captain Robert Belter July 8 as head of the Naval Plant Representative's Office (NAVPRO), he brought with him some first hand knowledge of the company and the industry. Capt. Belter has been assigned to the F-14 Project Office in the Naval Air Systems Command in Washington, D.C.

Capt. Richard Wilson

Capt. Wilson's acquaintanceship with Grumman and Grumman products dates back to his school days when he spent one summer working at Plant 2 after his graduation from Bay Shore High School. Of his summer stint Capt. Wilson says, "Some Navy men find a position with industry following their retirement from the service; I seem to have reversed the process."

After his summer at Grumman, Capt. Wilson attended Rensselaer Polytechnic Institute in the Navy ROTC program and was ordered to flight training after graduation. In 1954 he served with VS-30 at Norfolk where he got some first hand experience flying Grumman's S-2 Tracker aircraft.

In fact, Capt. Wilson's entire background includes a wealth of electronic and avionics experience. After receiving his MS at Naval Postgraduate School in 1960, Capt. Wilson went on to VS-27, another S-2 outfit. He then was attached to Commander, Operational Test and Evaluation Test Force Staff, in Norfolk, Virginia.

His technical background resulted in his next assignment: instructor at the U.S. Naval Academy at Annapolis, for a period of three years, before moving on to VX-1, a test and evaluation squadron based at that time in Key West, Florida.

From VX-1 he went on to head the Avionics Maintenance Branch at the Naval Air Systems Command, and then was made commanding officer of the Naval Electronics Systems Test and Evaluation Facility, St. Inigoes, Maryland, before being assigned to Grumman.

Heads large staff

At NAVPRO Capt. Wilson will be responsible for a staff of 15 officers and 200 civilians who are assigned to overseeing the progress of all the government jobs that Grumman handles, not just those for the Navy. As NAVPRO he will bring to that job an understanding of both what the government wants and what Grumman can do.

"In my opinion," Capt. Wilson says, "Grumman has always built the best airplanes in the world and its great to be once again a part of the Navy-Grumman team."

Here's your chance to aid kids

Every child should have a "Granny," and this need is even more pronounced when a child undergoes the loneliness of hospitalization. That's why St. Francis Hospital's Foster Grandparents Program has enjoyed such great success since its inception last October.

The six "Grannies" at St. Francis are volunteers in ACTION, the federally-sponsored agency which runs the Foster Grandparents Program in hospitals and children's institutions across the country. The St. Francis volunteers—retired teachers, salesmen, even a chemist — provide individual attention for the children on the pediatric unit of the 208-bed heart specialty and general hospital in Roslyn, Long Island. Among the services they perform are reading stories, helping with menus, serving meals, taking the children for walks, and often just playing and talking with the children, to relieve the boredom that can afflict them in the confines of a hospital.

"The 'Grannies' fill in during non-visiting periods," says McClean, "and provide a home atmosphere that can sometime help a child respond more quickly to treatment." Qualifications for the program are simple, according to McClean. Foster Grandparents should be over sixty, be experienced with children, and have planty of love.

Persons desiring further information can contact Dr. Violet McClean, Nursing Office, St. Francis Hospital, Port Washington Boulevard, Roslyn, N. Y. 11576; phone (516) 627-6200.

Ad note . . .

We expect to distribute our next advertisement supplement through ESO offices on July 19. Our next regular edition of Plane News will be delivered on July 29.

Mark long service in A-6

Cdr. Gerry Hesse, skipper of VA-35, marked his 10th year flying the Grumman Intruder by achieving two individual milestones recently: Hesse logged his 2000th flight hour in the Intruder in April, and on the 27th of that month, he attained "double centurion" status aboard the U.S.S. America with his 200th arrested landing aboard the big carrier. Hesse, who earned his Naval wings in 1957 and who has been flying Intruders since 1964, is a combat veteran—170 missions over Vietnam, holds numerous awards—among them four Distinguished Flying Crosses, three individual and 12 strike Air Medals, and is continuing another outstanding mark as commanding officer of VA-35: since he assumed command of the Intruder squadron in September '73, the unit has maintained its unsurpassed safety record—44 months of major accident-free operations.

Intruder vet. **Grumman Aerospace saluted Maj. George Emerson (R), a delivery and tactics instructor at Cherry Point, N. C., with a commemorative plaque recently following his logging 1000 hours' flying time in A-6 jets. Col. John Reddy, commanding officer of Marine Air Group 14, assisted by Steve Foster, a Grumman Field Service representative, made the presentation to Major Emerson. (USMC photo)**

Car wax hazards cited by road group

The federal Department of Transportation, National Highway Traffic Safety Administration, has cautioned motorists to keep ther windshields free of liquid car wax as used in many automatic car wash establishments.

They warn that to avoid the possibility of a dangerous loss of visibility with the first sudden rainstorm, drivers should thoroughly clean wax film from car window surfaces. Most household window cleaning products or a small amount of alcohol added to common detergent is recommended for cleaning the glass.

The NHTSA points out that the wax-covered windshield usually appears clear in bright sunlight, but can become a hazard impervious to wiper action when rain or road grime is smeared on top of the wax coating, since the wipers become coated as well.

Merritt, Barton get key posts in Aerospace

Grumman Aerospace President George Skurla announced the appointment June 25 of Tom Merritt as director, Manufacturing Operations, Grumman Aerospace Corporation, reporting to Ed Dalva, Vice President, Bethpage Operations. Merritt succeeds Vice President Tom Johnson who has retired.

In another move, Skurla named Dick Barton as general manager of Calverton Operations, the post Skurla had held until his election as President of Grumman Aerospace some months ago.

Tom Merritt joined Grumman in 1968 and was shortly thereafter appointed manufacturing manager of the A-6B. In 1969, he became director of manufacturing managers of all Grumman Aerospace programs.

He became general manager of the Savannah operations in 1970 and manufacturing manager for the F-14 in 1971.

In 1973 he became general manager of Plant 6 operations at Calverton and remained in that position until his appointment as director, Manufacturing Operations, last month.

When asked what his biggest concerns were in the operating positions he has held at Grumman, Merritt replies: "To be on or ahead of schedule; to be within or below budget costs, and to deliver a quality product to the customer."

Merritt is a retired career Marine officer who graduated in 1940 from the University of Georgia with a BS in chemistry. He went on later to earn his MS from Pittsburgh University and George Washington University, majoring in industrial management.

Weapons specialist

While in the Marine Corps, Merritt built his career around aircraft and weapons systems. His last assignment with the Marine Corps was as Commanding Officer of the Naval Aircraft Repair Facility at Cherry Point, North Carolina. Before that he served as Commanding Officer of the Naval Air Facility at Okinawa. While serving as part of the Selection Board for Acquisition of New Naval Weapons Systems in the Systems Command in Washington, D.C., he worked with Grumman on a number of the company's programs, including the A-6B.

Managing a facility where deadlines must be met with no margin for error is no new experience for Dick Barton, newly appointed general manager of Calverton Operations.

Tom Merritt

Dick Barton

Barton joined the Grumman team in 1968 on the LM program as assistant director of Test Operations at Kennedy Space Center. His responsibility was to integrate all the technicians, GSE engineering, logistics, and configuration management activities for the Lunar launches. In May 1973, he journeyed to the Long Island Calverton facility to become Calverton deputy general manager and Plant 7 manager during the big "push" to put the A-6 and F-14s back on schedule by the end of the year.

Four years prior to joining Grumman, Barton was the manager of test site operations for North American at the Kennedy Space Center on the Apollo program. But many of his managerial skills were developed during his 22 years' service in the U.S. Air Force. During those years, Barton rose to the rank of colonel and was involved with the Strategic Air Command (SAC), where he accumulated over 6,500 hours as a command pilot.

During the 1950s, Barton held a number of posts in the 301st Bomb Wing which flew B-47s.

At Vandenberg Air Force Base, he was named vice commander of the 392nd combat support group and later, became director of the 1st Missile Division at Vandenberg. Barton's next task was to train British Royal Air Force crews to maintain and launch Thor intermediate range ballistic missiles. He then returned to SAC headquarters in 1962 to become deputy chief, Requirements Division, Operations Directorate, where he aided in the development, coordination and implementation of a complete Operational Test and Evaluation Plan for the Intercontinental Ballistic Missile Force. In 1964, he retired as a full colonel.

Dedicate Great River facility

At high noon, on Thursday, June 27, Grummanites in the new Great River facilities gathered in the courtyard to view the official opening of Grumman's new plants 43 and 44. The dedication dais was filled with Grumman, Navy, and local government officials.

Perhaps Grumman Aerospace Board Chairman Joe Gavin best expressed the significance of the new facilities: "Great River represents in my mind the arrival of the electrical side of the house. For many years we have looked upon the building of aircraft as in a sense, the Grumman Ironworks, but the electrical end has equalled and, in many respects, has taken over the lead in building today's aircraft. . . . "

The Great River complex will house all engineering, marketing, contract administration, and production for flight simulators, and, in addition, advanced electronic components and ground support equipment will also be produced. By August, over 2,000 persons will be based in the plants.

Those attending the official dedication were: George Skurla, Grumman Aerospace President; Jack Rettaliata, Grumman Corporation Vice President-Public Affairs; Ralph "Doc" Tripp, Grumman Aerospace Vice President and general manager of the Great River operations; Tom Rozzi, Grumman Aerospace Vice President-Security and Personnel; and Captain Robert Belter, Naval Plant Representative at Grumman. Suffolk County Executive John V. N. Klein also attended the ceremony along with several Town of Islip officials.

Official opening of the Great River Plants 43 and 44 took place on June 27 with a number of Grumman, Navy, and local government officials present. Vice President Ralph (Doc) Tripp is shown speaking to Grummanites at the new facility. (Photo by Harry Prodromides)

'Looking' at Grumman

Many Middle Eastern businessmen know of Grumman as the American company that will build the F-14 Tomcat for Iran, but at the first technological Exposition held on June 2 in Teheran, Iran, many discovered the commercial as well as the military products Grumman has to offer.

Along with Grumman Iran Ltd., over 300 worldwide companies were represented at the exposition which ran for five days. The highlight of the Grumman Iran Ltd. exhibit was a scale model of the Tomcat with Imperial Iranian Air Force markings. According to Bob Rothwell of Special Programs-Public Affairs, many of the M i d-Eastern business representatives were enlightened by Grumman's diversified capabilities. Those attending the Exposition from the Grumman Iran Ltd. office were Tom Brancati, managing director; Bill James; Tony Nargi; Scott MacLeod; Ray Halen; and Dick Connelly.

plane GRUMMAN news

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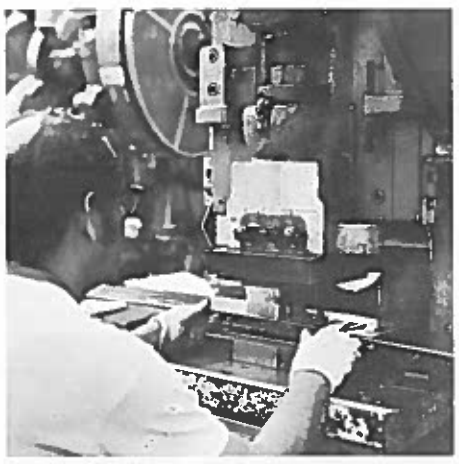
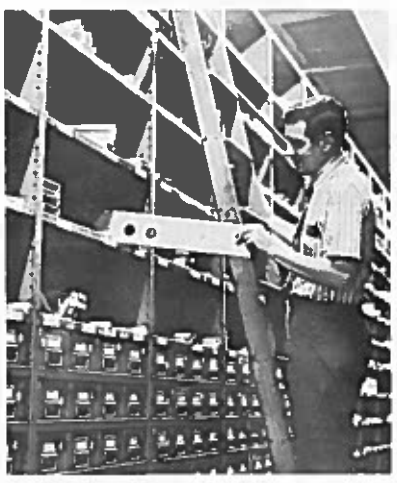
FROM PARTS TOTE TO CARRI



AIRCRAFT beginnings: painted aircraft details (above left). Stamping the metal parts (at right).

PREPARING parts for a hydraulic press (left) and hand finishing (at right).



PARTS arrive in Inventory Control (left) and are built up into a subassembly (right).

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30,000 feet, to search out and detect enemy aircraft and ships that could threaten the carrier fleet, and its operations (surface radar cannot see beyond the curvature of the earth).

Unlike its predecessors, however, the E-2C will be able to monitor the operations of enemy aircraft over land — thereby achieving a tremendous advantage in warning time. The E-2C's five tons of avionics wizardry, one fifth the aircraft's total weight, greatly improve detection and identification of aircraft miles from the fleet location.

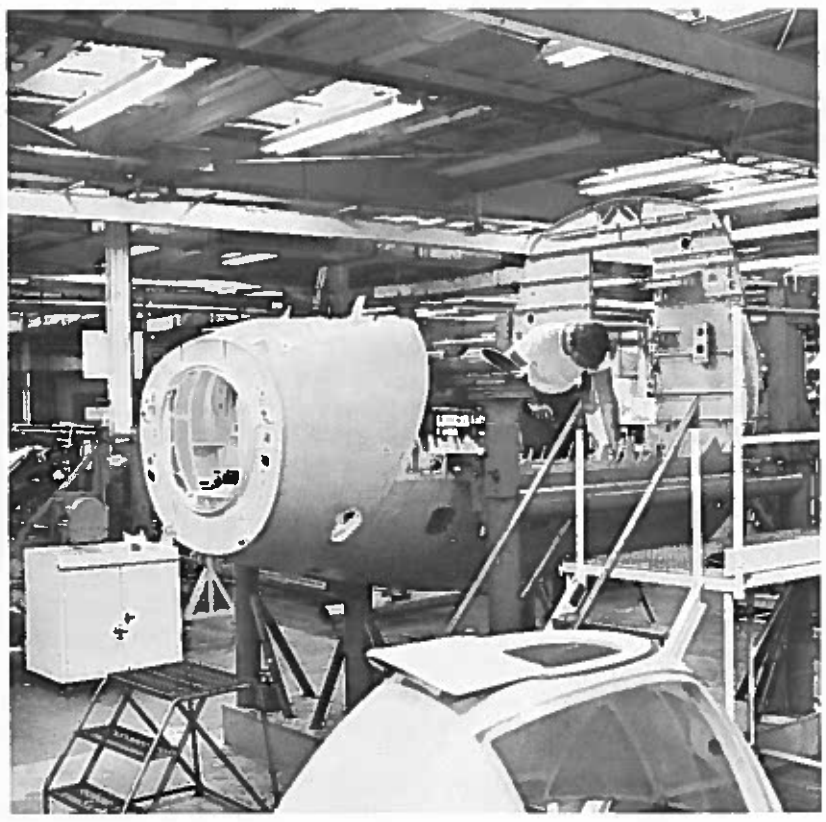
The Hawkeye story begins at Long Island sites and other Grumman plants where the E-2C starts on its long journey from a parts box at Bethpage to the deck of the Saratoga.

It is at Plants 2 and 3 that nondescript pieces of metal, mostly aluminum, arrive from Plant 37 and are transformed into precisely engineered aircraft details that are the basic building blocks of the aircraft.

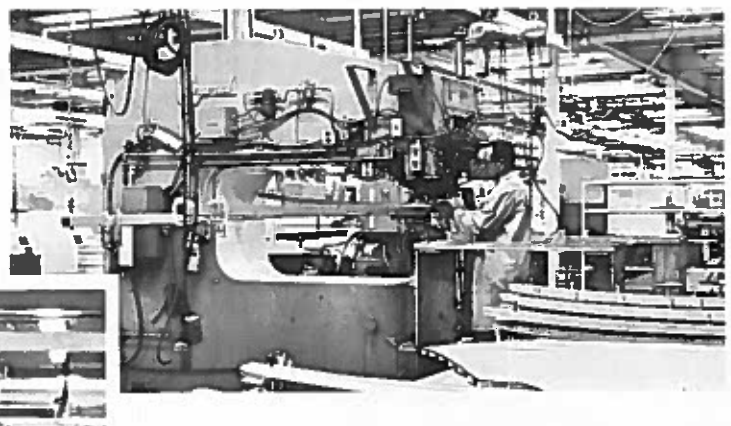
After birth in Plants 2 and 3, the aircraft details are ready for something bigger—to become parts of the E-2C subassemblies at Plants 27, 3, 77, and 36.

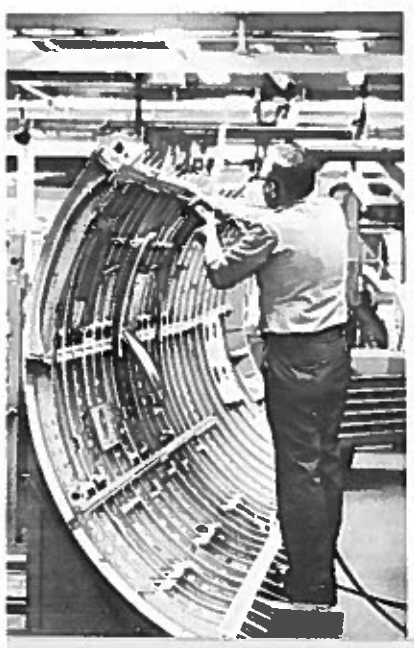
The process of building up details into subassemblies and parts of subassemblies usually takes place in giant metal "fixtures" to assure that they evolve in the exact relationship and form they must have to achieve the tolerances essential in aircraft production.

The cockpit, mid barrel and tail are each built up as one piece at Plant 36 with first the ribs riveted together and then the metal skin and ancillary gear applied. The two connecting sections, forward and aft, are each built up of



BUILDUP of the nose section (above). The rotodome pylon (below) is joined to the fuselage in Plant 4.





DRIVMATIC (above) drills, countersinks and rivets in one operation. Riveting a panel that will form one of the sections of the E-2C (left).

Photos by Fred Annette

JOINING of the five aircraf
the final avi

ER: THE MAKING OF THE E-2C

four panels consisting of metal skin fastened by rivets to reinforcing metal ribs, and finally joined together with the rest of the fuselage at the final joining process, where avionics wiring produced at Plants 44 and 45 is also installed.

When all the subassemblies of the fuselage, with their 35 miles of avionics wiring, are joined together into one great tube, a huge trailer trucks the massive load to Plant 4 where the ungainly-looking fuselage makes its rendezvous with: the wing center section, carrying the nacelles and landing gear, from Plant 3; the wings from Plant 77 at Stuart, Florida; the tail and the pylon assembly from Plant 36, and the 2,600 pound rotodome, which houses the radar antenna, from Calverton.

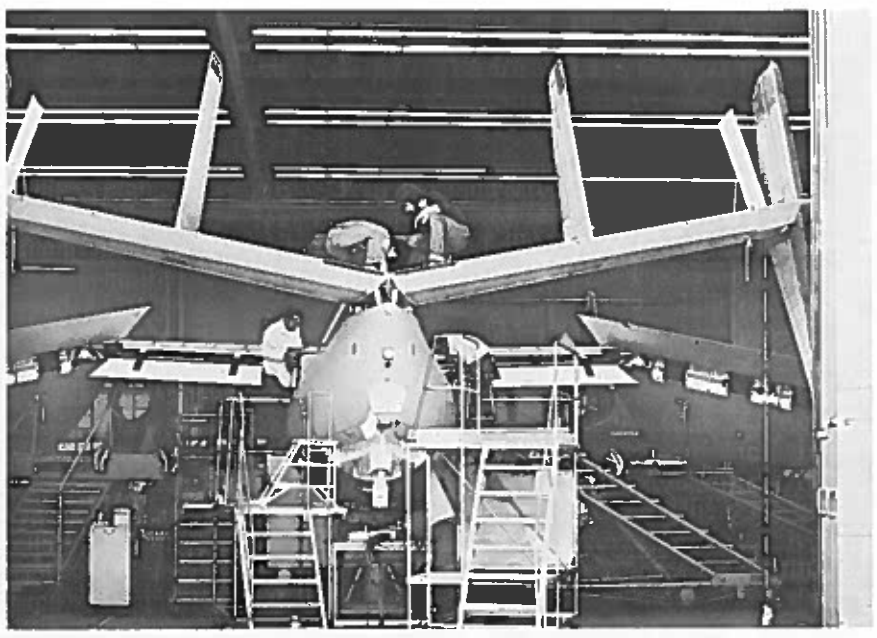
At Plant 4, all the pieces that comprise the E-2C are finally united to form an airplane. However, it is an airplane that is not quite ready to fly.

First, installation of the various systems in the E-2C has to be completed. The hydraulic power systems must be activiated and tested, and electrical systems are checked out through a process called DITMCO. Then the remaining avionics systems are installed, including those "'black boxes" that are the core of the sophisticated radar detection and electronic recognition systems that make the Hawkeye such a formidable observer of the enemy's movements.

The final preparations consist of a host of test flights, inspections, checks and double checks.

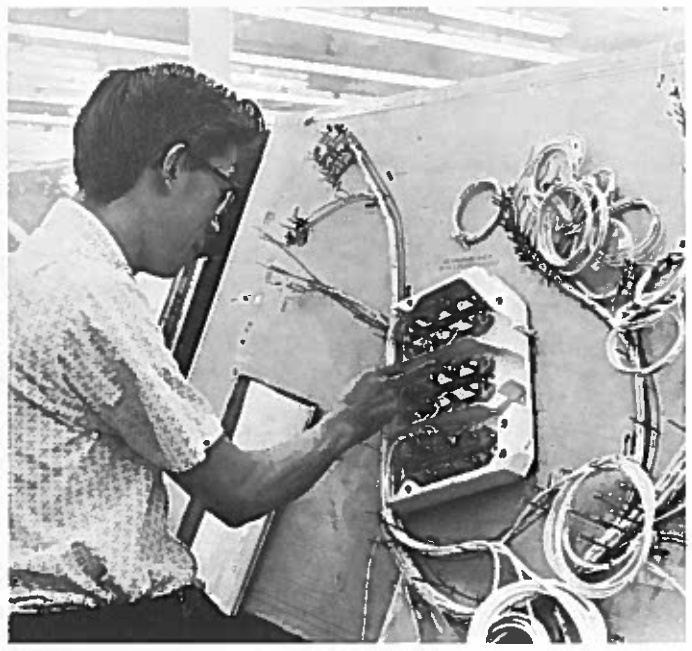
But the big day finally arrives—as it did for E-2C No. 15 on June 28—the day that is the culmination of the efforts of thousands of Grummanites, tons of machinery, and million of dollars of material. On this day a senior Navy official signs off a Department of Defense form (DD250) and takes possession for the Navy of the latest Hawkeye—precisely on schedule.

FINAL assembly in engine compartment (above) at Plant 4 is one of the final steps.



JOINING of the tail assembly at Plant 4 requires rigging of complete control systems (above).

PLANT 44 production floor (below l. and r.) each week produces harnesses composed of miles of avionics wiring.

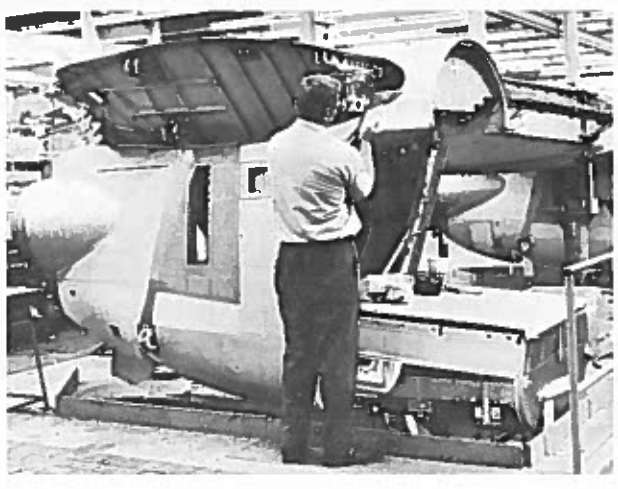


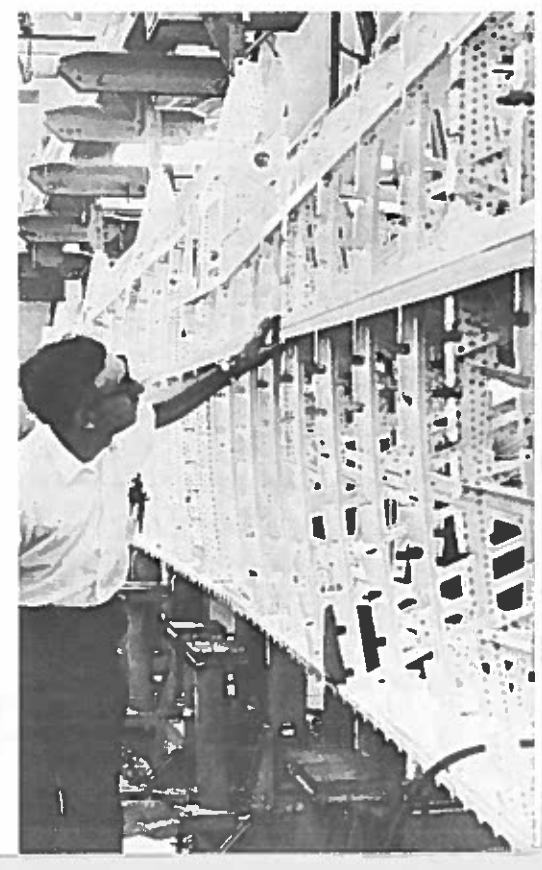
AIR COOLING scoop (left) and honeycombed tail fin tip (below) are both fiberglass products of Plant 27.

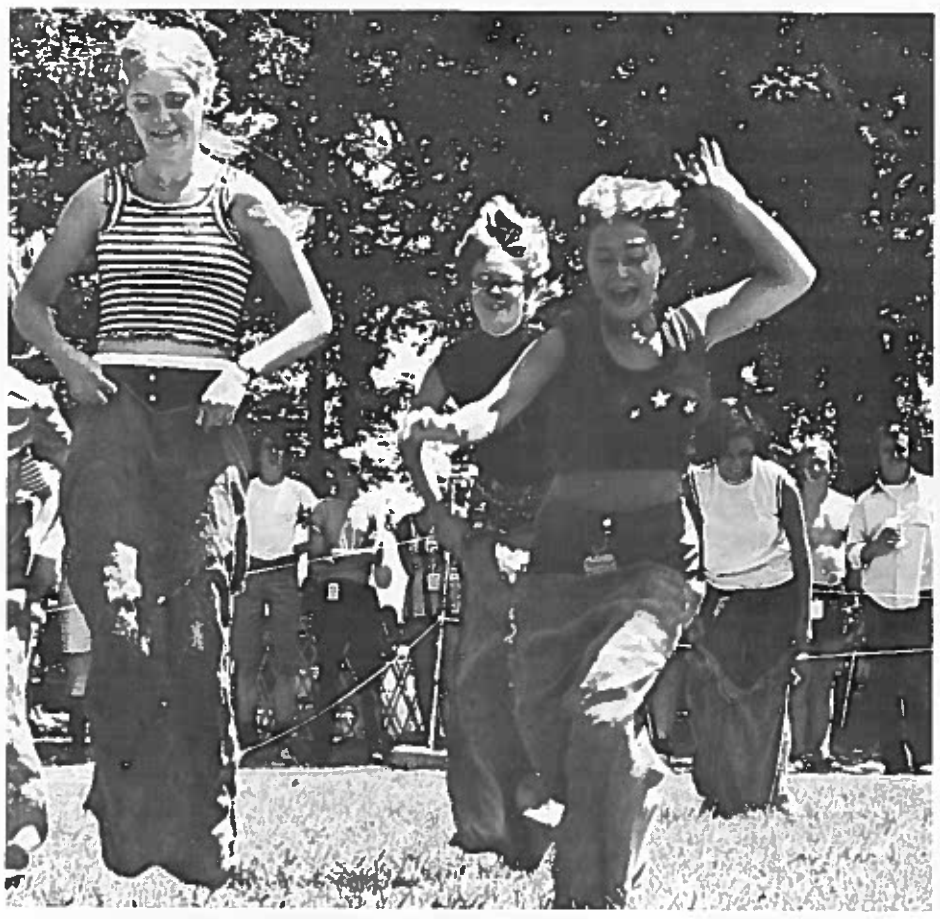
ENGINE nacelle (below left) is part of the wing center section and houses one of two 4500 horsepower Allison engines. The nacelles as well as all fiberglass parts for the E-2C are produced at Plant 27, Wyandanch. Wing structure (below right) is inspected at Plant 77, Stuart, Florida.

subassemblies. Next comes
ics wiring.

CENTER wing section (below) is assembled at Plant 3.







Big day coming July 20

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potato-sack, three-legged, and wheelbarrow races, a 50-yard dash for girls and one for boys, and a softball throwing contest. And don't forget the egg-throwing (cracking?) contest between husbands and wives.

Bonus attractions this year will be a basketball clinic by the ABA champions, the N.Y. Nets, in the late morning, and a special softball game pitting the Grumman varsity against the CBS All-Stars. Newscasters Jim Jensen and former Yankee Duke Carmel lead the television squad in the benefit game for the L.I. United Way.

At 1 o'clock in the afternoon, the traditional hour-long stage show will take place, followed immediately by the action-packed small fry boxing bouts.

Throughout most of the day, the amusement rides will be spinning around. For the bigger kids, there will be a ne wattraction this year — Tilt-a-World. The caterpillar, along with the carousel, is also ready for plenty of action. For the smaller children, Totsville provides a mini-Ferris wheel and carousel, swings, two boat rides, a fire engine ride, and two mini-Trains — the L.I.R.R. and the Calverton express.

If you don't feel up to racing or whirling about on the rides, perhaps a little fox trot to the music of Matty Daniels and the Grumman band.

If that still isn't your bag, there is plenty of wide open space to sunbathe, start up a game of softball or volleyball, or fly a kite.

Oh, and one more event—the prize drawing. There are about 100 prizes in all contributed by the company, and from 2:30 through 4 p.m., ESO reps will be announcing the winners. In years gone by, lucky ones have walked away with TV sets, air conditioners, and freezers, so hold onto your ticket stubs.

Here's a how to get to the Calverton picnic grounds: Take the L.I. Expressway to Exit 69 (Wading River Rd.), go north to Route 25 make a right turn and drive a few hundred yards to the picnic entrance. Or you can take the L.I.E. to Exit 68 (William Floyd Parkway) head north until you reach Route 25, go east and you're there.

No matter what route you take, you and your family are bound to have a great day.

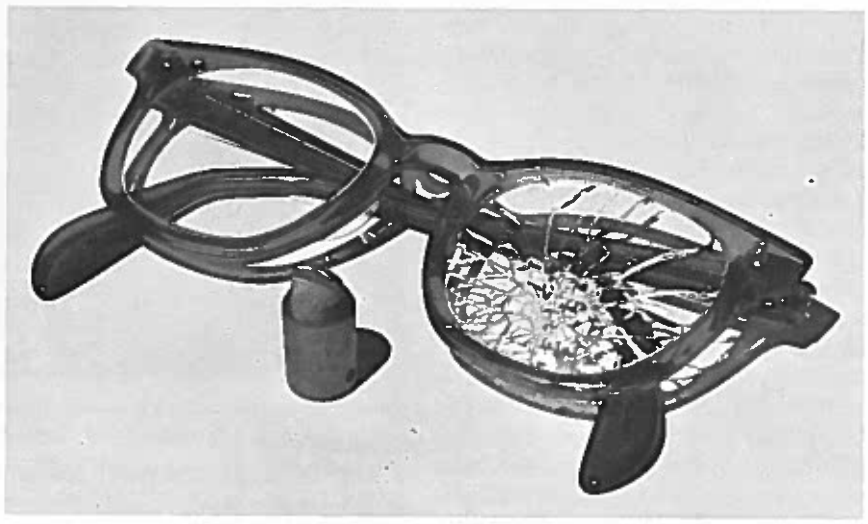
If it rains on the picnic day, July 20, the outing will be held on Sunday, July 21.

Any postponement will be announced early on Saturday over the following Long Island radio stations:

WLIR, Garden City (FM 92.7); WGBB, Freeport (AM 1240); WHLI, Hempstead (AM 1100); WBAB, Babylon (AM 1440, FM 102.3); WALK, Patchogue (AM 1370, FM 97.5); WGSM, Huntington (AM 740); WLNG, Sag Harbor (AM 1600); WLIX, Islip (AM 540); WRIV, Riverhead (AM 1390).

A quick check may also be made by telephone. Call PA 7-1500 for the Calverton area or LR 5-5111 for the Bethpage area.

Useless now . . . but eyesavers then



Bert Rieger, a leadman on the F-14 production line at Plant 1, became the 62nd person at Grumman to earn a Wise Owl award recently. The incident that warrants such an award comes suddenly, without warning. It was that way with Bert, too. He was removing a cover on the fuel cell of the F-14 when a speed handle he was using slipped and struck the left lens of his safety glasses. Result: a badly shook Bert, one eyeglass lens that was shattered, but luckily enough, there was no injury, no lost time from work. What would have happened if he weren't wearing his glasses? That's not pleasant to think about.

Dick Sanchez, manager of Industrial Safety for Grumman Aerospace, points out that "Persons who don't wear their safety glasses certainly improve their chances of losing the sight of an eye—and that's not always the end of it, either. Doctors believe that the remaining eye sometimes shows a sympathetic reaction to such an accident. In other words, the remaining eye can be affected by what is termed 'sympathetic opthalmia,' a situation that causes the good eye to become inflamed, painful,and tear—mimicing, in a sense, the change occuring in the damaged eye. Sometimes it's necessary to remove the damaged eye to stop the damage in the sympathetic orbit of the remaining good eye.

"Now I ask you, is it really worth *not* wearing safety glasses?"

They're going home! . .

Two Air Force captains recently completed a 10-month Air Force Education with Industry (EWI) program in which they studied the Company's organization and methods of operation. Grumman Aerospace President George Skurla presented the two captains with a diploma for successfully completing the program: (l-r) Captain John G. Kurko and Captain Henry H. Zinn. Also attending the presentation were Commander Lester W, Berglund Jr., Assistant Navy Plant Representative at Grumman and Kenneth R. Rodgers, Grumman coordinator of the Air Force EWI program. After receiving the diplomas, Captain Zinn presented Skurla with a Certificate of Appreciation signed by Major General Frank J. Simokaitis, Commandant of the Air Force Institute of Technology for the participation of Grumman Aerospace in the Air Force EWI program.

Four lead biggest prize haul on idea Savings Bond bank

In August 1973, Frank Brown of Nacelle Assembly, Plant 1, made suggestion award history by hitting the idea packpot for $2,650 in U.S. Savings Bonds. Now, less than a year later, another record has been set. This month over 95 employees were awarded U.S. Savings Bonds for suggesting time-saving and cost-saving ways to perform their jobs. Due to the large amount of suggestion winners, the Motivational Programs Office awarded $21,075 (face value) in U.S. Savings Bonds.

The top four industrious winners for this month are: William Worth of F-14 Structures, Plant 6, with $1,600; Joseph Ridulfo of Flight Development, Plant 7, with $1,200; Gaspare Dimino of Structures, Plant 6, with $1,200; and Nunzio Dicce of Prototype, Plant 2, with $1,075.

William Worth's money winning idea was to develop a dummy door for forming "form-in-place" gaskets on the F-14 with work access holes. Previously, actual doors were used to form the gasket material on the aircraft, sometimes causing damage to doors from extra handling, and postponing work until the gasket material was set (which took between 16-24 hours). Worth has been at Grumman for over 10 years — the same amount of time as fellow award winner and co-worker Gaspare Dimino. Both work the 6 p.m. to 2:30 a.m. shift in Plant 6 Structures. Dimino's idea resulted in a savings of 25 hours per aircraft. He suggested changing the Hi-lok fasteners and screws to Huck fasteners on the F-14 lower panels to reduce assembly time.

New ideas

Before Joe Ridulfo's suggestion was implemented, the Tomcat's external fuel drop-tanks were installed and removed manually . . . requiring five men over one hour to perform the task. Ridulfo suggested a special cradle and lifting dolly to reduce man-hours and prevent damage and injury. The result: the operation requires only two men and 20 minutes to perform. For his efforts, the 28-year Grumman veteran received $1,200 in bonds. He plans on giving a portion of his idea money to his eldest son when he marries this fall.

In the Prototype department in Plant 2, Nunzio Dicce, known as "Nick" to his co-workers, noticed that during a six-month period approximately 3,000 clamps used to hold parts onto the racks during the automated finishing process were lost by falling into the rinse tanks. The 29-year Grumman veteran suggested using retaining rings to prevent the loss of the $2 clamps. Since his idea has been incorporated no clamps have been lost. For the past five years, Nick hasn't had a vacation away from home, but this year, thanks to his bond award, he will head down south to visit his relatives.

Other winners were:

$825 - Edward Smyth, Sub-Assembly, Pl. 1.

$450 - Gerard Beaudoin Jr., Q.C. Lab, Pl. 10; Douglas G. McDonough, Propulsion Test, Pl. 2.

$400 - Gerald Doran, E. B. Welding, Pl. 2; George Kikta, Prod. Control, Pl. 2; Arthur A. Glass, Q.C. Lab, Pl. 3.

$375 - Elvin Stallworth, Auto. Finish Area, Pl. 2.

$325 - Harold Truran, Detail Subs., Pl. 1.

$300 - Nevison O. Collins, Form Blocks, Pl. 2; Robert La Manna, Comp. & Bonding, Pl. 3; Erwin J. Wesel, Config. & Data Mgmt., Pl. 1; Russell T. Ewers Jr., Honeycomb, Pl. 3; Paul Dale, Fuselage Assembly, Pl. 77; Richard Bulla, Prod. Flight Acceptance, Pl. 7.

$275 - Ernest G. Maines, Avionics, Pl. 7.

$250 - Joseph Lynch, Marshalling & Fin. Tool Control, Pl. 2; Benedict Trapani, Plaster & Plastics, Pl. 11; Nunzio Dicce, Prototype, Pl. 2; Pino Guarino, Router Shear, Pl. 2; Charles D. Kipp, Maintenance, Pl. 2; Jacob Poot, Sub-Assembly, Pl. 3; Fred Kandera, F-14 Wing Covers, Pl. 3; Elton A. Small, Sub-Assembly, Pl. 1.

$200 - Adrian N. Hersey, Major Subs., Pl. 1; Michael J. La Torre, Electro-Mech. Des., Pl. 35; Norm Neilsen, Equip. Lines, Pl. 1; Donald P. Bennett, Project Admin., Pl. 5; George W. Joseph, Engraving, Pl. 3; Howard Kreier, Program Engg., Pl. 35; Anthony Lamberti, Mech. Installation, Pl. 6.

$175 - Vito Santora, Detail Subs., Pl. 1; Oscar Haines, Q.C. Lab, Pl. 10; Gertrude Haugwitz, Secretarial Services, Pl. 35; Sheldon Pheffer, Elect. Engg., Pl. 15; Eddie L. Starling, Tech. Services, Pl. 35.

$150 - Joseph J. Pontorno, Planning, Pl. 2.

$125 - Matthew McKeever, Final Assembly, Pl. 1; James Sherry, Joseph Fusaro, both of Fiberglass, Pl. 27; Charles Randazzo, Fuse. Fwd. - Sub & Major Assembly, Pl. 1; Kenneth Korsberg, Major Subs., Pl. 1; Claudio J. Bosque, Final Assembly, Pl. 1; Norm Neilsen, Equipment Lines, Pl. 5.

$100 - Adrian N. Hersey, Major Subs., Pl. 1; Nelson R. Bolton Jr., Surfaces, Pl. 3; William M. Mang, Mfg. Staff, Pl. 77; Nicholas Bazzicalupo, Equipment Lines, Pl. 1; John Czerwinski, Sub-Assembly-Major, Pl. 27; Charles R. Hotz, Arthur Levins, Eddie J. Kovas, all of Digital Engg., Pl. 34; Pat Ferlini, Electronics Pkg., Pl. 34; Gerald Kennedy, Systems Analysis, Pl. 34; Carmelo R. Caminiti, Electronics Pkg., Pl. 34; Martin Getzelman, Elect. Engg., Pl. 34; Stephen Cacace, Flight Avionics, Pl. 4; James Carey, Flight Avionics, Pl. 4; Sigismund Broszczak, Michael DeMeo, both of Ship & Spares Consol., Pl. 17; George R. Rose Jr., Crash Crew, Pl. 7; William J. Chapman, Final Assembly, Pl. 1; Francis N. Loiacono, Fwd. Mod. Major Assembly, Pl. 1.

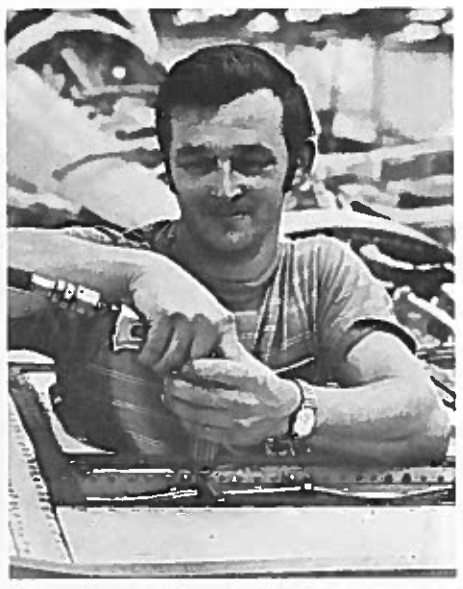
$75 - William J. Chapman, Final Assembly, Pl. 1; Francis N. Loiacono, Fwd. Mod., Major Assembly, Pl. 1; Henry A. Lartin, Sub-Assembly, Pl. 1; William F. Arnold, Frank Kaprinski, Ronnie Nielsen, all of Honeycomb, Pl. 3; Edward Nordenberg, William E. Staab, both of Wing Final Assembly, Pl. 3; Harry Sowa, Avionics, Pl. 5; Lido J. Ghezzi, Warren Stalker, both of Machine Shop, Pl. 2; William R. Mytko, Final Assembly, Pl. 1; John Transue, Ordnance, Pl. 6; George R. Self, Fuselage Assembly, Pl. 77; James E. Stefan, Product Planning, Pl. 77; Dan Sebastiano, Dave Goldblum, both of Reliability, Pl. 34; Carl Blahato, Joining, Pl. 1; Sidney A. Rouse, Detail Subs., Pl. 1; Clifford Seifried, Hull Assembly, Pl. 36; Ronald R. Ennis, Avionics, Pl. 6; Carl Blahato, Joining, Pl. 1.

$50 - Charles E. Beck, Final Assembly, Pl. 1; Vincent Iacopelli, Purchasing, Pl. 44; William F. MacFarlane, Elect. Prod. Engg., Pl. 1; Bernard Mallow, PPO - F-14, Pl. 1; Robert Montusi, Environment Cont. Design, Pl. 1; Ted Pupilla, Chem-Mill, Pl. 3; Frank G. Leahy, Supply Data, Pl. 30; Donald F. Granitto, PPO - F-14, Pl. 1; John W. Fritz, PPO - F-14, Pl. 1; Frank Karpinski, William Arnold, William F. Strand, William Nelson, John F. Rigolini, all of Honeycomb Core Detail, Pl. 3; William Harris, Richard Konig, both of Major Sub-Assembly, Pl. 1; Harold Naparstek, Major-Sub-Assembly, Pl. 1; Philip Mule, Detail Sub-Assembly, Pl. 1; William R. Mytko, Final Assembly, Pl. 1; John Transue, Ordnance, Pl. 6; Angelo Crotti, Small Parts Fab., Pl. 3; Gunther Mannerz, Raymond Fisher, both of Crit. Material Control, Pl. 21; Robert Gehnrich, Small Parts Fab., Pl. 3; Sal Cavalluzzo, F-14 OFT; Pl. 4; Al Wodraska, E2C - Mech. Engg., Pl. 2; Frank J. Brown, Paul Giowoyna, both of Nacelle Assembly, Pl. 1; John Leahy, Lonnie T. Dennis, both of Supply Data, Pl. 30; Harry Fiegerman, Purchasing, Pl. 30; Paul Holm, Inventory Control, Pl. 30; John F. Searson, PPO - A-6 & Misc., Pl. 25.

$25 - Lois J. Humphries, William G. Kenney, both of Finance & Admin., Pl. 77.

Certificate of Excellence - Robert Cruz, Mfg. Inspection, Pl. 3; Andrew N. Ballow, Crit. Material Control, Pl. 30; William F. Rathje, PPO - A-6 & Misc., Pl. 25.

Gaspare Dimino



William Worth

Nunzio Dicce

Joseph Ridulfo

The following award winners were not listed in Plane News coverage of June suggestion winners:

$75 - Sam Longo, Final Assembly, Pl. 1; Mike Kazura, Mid-Module Install., Pl. 1; Joseph Cavola and Walter Kowalski, both of Advance Composite, Pl. 3; Adrian N. Hersey and Michael Keda, Fuse. Assembly, Pl. 1; Salvatore A. Genna, Fuselage Joining, Pl. 1; Michael Grobeck, Fuselage Sub Assembly, Pl. 1.

$50 - Paul Giowoyna, Sub Assembly-Major, Pl. 1; Vin Iannacone, Fuselage Fwd. Sub-Major, Pl. 1; Walter Aims, Final Assembly, Pl. 1, Dominick Rutio and John Menell, both of Steel Parts Assembly, Pl. 2; Howard Willing and Robert Greif, both of Fuse. Fwd. Assembly, Pl. 1; Frank DiRocco, Fuselage Sub-Assembly, Pl. 1; Ralph Cirone, Final Sy. Inst., Pl. 7; Robert LaManna, Honeycomb Bonding, Pl. 3; Howard Fuelling, Controls, Pl. 2; John E. Bazazian, Maintenance Rearrangement, Pl. 12; George Sinram, Maintenance, Pl. 12; Gerald F. Mason, Ship/Spares Consol., Pl. 17; John W. Schneider, Electrical Design, Pl. 77; Alexander Williams, Requirements Planning, Pl. 30; Walter Kuklinski, Inventory Control, Pl. 30; Edward F. Moran, Sub-Assembly, Pl. 1; Thomas Fernatora, Fiberglass, Pl. 27; Edward Sturiale, Sub-Assembly, Pl. 1; Irving M. Austin Jr., Fuselage Assembly, Pl. 1.

$25 - Benjamin Stutz and Kenneth Korsberg, both of Major Assembly, Pl. 1; Thomas Dardingkiller and Salvatore Buonincontro, both of Final AAssembly, Pl. 1; Raymond Sentz and Joe Nobile, both of Requirements Planning, Pl. 30; Nick Bazzicalupo and Frank Bollero, Equipment Line Design, Pl. 1; Thomas Rabbitt ad Vivian Dooley, both of Requirements Planning, Pl. 30.

Certificate of Excellence - Harry C. Fiegerman, Purchasing, Pl. 30; Robert Washington, Presentation Services, Pl. 5; Walter J. Karpinski, VAST-GSE, Pl. 1.

OBITUARIES

LOUIS CALSETTA of Production Management, Plant 4, died June 19 at the age of 44. He had been with Grumman Aerospace since 1947 and lived at 347 N. Fulton Ave., Lindenhurst.

NELSON J. DURYEA of Product Release and Analysis, Plant 17, died June 20 at the age of 58. He had been with the company since 1962 and lived at 161 McKay Road, Huntington Station.

SIDNEY SASLOVSKY of Radar Engineering, Plant 35, died June 22 at the age of 49. He had been with Grumman Aerospace since 1965 and lived on Caledonia Road, Huntington.

AUGUSTA C. JOHNSON of Budgets and Controls, Plant 35, died June 25 at the age of 64. She had been with the company since 1965 and lived at 34 Goeller Ave., Huntington Station.

JAMES G. BUNKER of Configuration/Data Management, Plant 34, died July 2 at the age of 31. He had been with the company since 1967 and lived at 251 Feller Drive, Central Islip.

Save Klecos, save money

If you work on the assembly line at Grumman, you can help save Klecos. Too many Kleco-type temporary fasteners are having their lives cut short —they're discarded on shop floors and buried alive in plastic containers. Although some of these fasteners are leading short lives at Grumman, it is possible to prolong their usefulness.

Kleco-type fasteners are used as a temporary means of connecting two or more parts during permanent assembly operations. Unless specified on the engineering drawing or specification, fasteners are used instead of temporary bolts because they can be installed and removed much faster.

With proper care, temporary fasteners can be re-used over and over again. And should they become coated with grime or their springs pop or become jammed, they are placed in specially marked cartons so they can be sent to an outside firm for cleaning and refurbishing. They return like new.

During the past 18 months, approximately 750,000 fasteners have been issued; only 24,000 have been returned for refurbishing, says Ben Pollack of Manufacturing Engineering. And the Kleco plight is getting more critical. These temporary fasteners are becoming more costly (they presently range from 15¢ to more than $1 apiece), says Pollack, and are becoming increasingly more difficult to obtain. Therefore, it is important that a higher percentage of Klecos be recycled through the refurbishing/identification program, stresses Pollack.

Please, help give Klecos a longer life.

Golf clinic conducted by Mike Cherry with assistance from members of the varsity golf team was a big success. Over 175 golfers attended the four-day clinic at Bethpage says Cherry, a PGA member, and plans are being set for additional clinics later this season at the other facilities. (Photo by Bob Settles)

Egg Beaters win; how 'bout that!

Three years is a long time to plan a victory party, but such was the case in the Wednesday American league for the Egg Beaters. For the past three seasons they have been dwelling in the cellar, unable to claim one victory. But on June 6, that sweet victory could be tasted by the Egg Beaters as they trounced the Streakers, 21-10.

It took only one hour and 20 minutes to the long awaited win. Dan Brady was top slugger with a double and a home run off the outfield fence with two men on. Other big sticks for the winners were Sal Iaccarino, five-for-five at the plate; and Joe Catanzaro, four-for-five. Shortstop George Heaslip built a defensive wall with diving catches to end several innings with Streakers on base. On reporting the major triumph, manager Dave Grunberg cited a few unfortunate casualties: centerfielder Gene Lowe was injured chasing a foul ball into the bocce ball court, and Joe Catanzaro pulled a muscle sliding into third.

Though the Egg Beaters are flying high on their victory, the Hellcats claim the number one spot with a 6-1 record. The leaders have outscored their opponents, 76-27.

In Monday night league action, Al Wallace grand slammed the Monopoles to a 12-11 victory over the Good Guys. Going into the seventh inning the Mono's were down by 4 runs when Bill Foote reached base. Ed Gabriel hit a single to right, Chris Hoffman walked and the bases were loaded. Then Wallace sent the ball all the way. Mickey Rowles followed with a double to left, moved to third on Larry Franks single and scored on George Watson's sacrifice fly for the winning run. The victors are now tied for first place with Research at 3-0.

The Digital Dynamos are on top in the Tuesday American league. They recently downed the Druids, 32-10, behind the solid offensive battery of Charlie Bosch, five-for-six with two homers, and Mike Gabriel with six hits.

In the Calverton league game which pitted the Public Watermelon against What's Left, victory went to the What's Left, thanks to homers by David Thompson, Andy Wujick and Larry Combs.

Bull's eye. At the L.I. Pistol and Rifle league award dinner, the Grumman 'D' pistol squad walked away with first-place trophies and the Pan Am trophy for their 9-1 season. Members of the team are: (l-r) Ed Watts, Al Berka, Phil Drapala, Jim Dina, George Turney, Warren Bishop, Tony Castellano, Dave Rice, Art McKee and Greg Criscione. Not shown: Joe Oliveri, Bob Byrnes, Jerry Minerva, and Joe Green.

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